

### **Amendments to the Specification:**

Please replace the paragraph on page 7, line 17 through page 8, line 8 with the following amended paragraph:

As mentioned above, the riser tubes 22 and the riser caps 28 are coupled using first and second fasteners 36 and 38 respectively. As shown, the fasteners 36, 38 of each riser tube 22 are aligned along a vertical plane 31 centered within the riser tube 22, in which the vertical plane 31 runs front to back through the riser tube 22. In certain preferable embodiments of the invention, the first and second fasteners 36 and 38 are threaded bolts, in which the first fasteners 36 are shorter in length than the second fasteners 38. It should be appreciated that the fasteners 36, 38 could be retainers other than bolts, and the first fasteners 36 could very well be longer or the same size as the second fasteners 38 without departing from the spirit of the invention. As described above, each riser tube 22 defines first and second bores, 32 and 34 respectively. Preferably, each of the first bores 32 is adapted to accept one of the first fasteners 36, and each of the second bores 34 is adapted to accept one of the second fasteners 38. Further, each riser cap 28 defines first and second bosses (not shown) that respectively align with the first and second bores 32 and 34 of each corresponding riser tube 22. Thus, when the riser tubes 22 are coupled to corresponding riser caps 28, the first and second fasteners 36 and 38 can respectively extend through the first and second bores 32 and 34 of the riser tubes 22 and be received within the first and second bosses of the riser caps 28 to secure the riser caps 28 to the riser tubes 22, and thus, the handlebar 30 between the riser tubes 22 and riser caps 28.

Please replace the paragraph on page 8, lines 9 through 22 with the following amended paragraph:

Figure 4 illustrates a side elevation view of an assembly of one riser tube 22 and one riser cap 28 in accordance with an embodiment of the invention. As shown, the riser tube 22 includes a base end 35 and an extension end 37. As such, the base end 35 extends in a first direction 39, which is rearward and generally upward. The first direction 39 is therefore at an angle 41 from vertical. The extension end 37 extends in a second direction 43 outward from the base end 35 of

the riser tube 22. The second direction is rearward and generally horizontal as shown in Figure 4. As shown, a clearance area is provided below the riser tube 22 sufficient for removal of the first and second fasteners 36 and 38 without contacting the upper triple clamp (not shown). As shown, when the riser tube 22 and the riser cap 28 are coupled, the first and second bores 32 and 34 in the riser tube 22 are respectively aligned with the first and second bosses 44 and 46 in the riser cap 28. In turn, each of the first and second fasteners 36 and 38 can be respectively inserted through the first and second bores 32 and 34 of the riser tube 22. As shown, once inserted, the first and second fasteners 36 and 38 have respective portions 47 and 49 visible only from an underside of the riser tube. The visible portions 47, 49 are recessed within the riser tube 22 and are at least partially aligned with the bottom surface of the riser tube 22. Further, each of the first and second fasteners 36 and 38 will be respectively received by the first and second bosses 44 and 46 of the riser cap 28. Preferably, the bosses 44, 46 of the riser cap have inner threading in order to receive and secure the threaded portions of the corresponding fasteners 36, 38. In addition, when the riser tube 22 and riser cap 28 are coupled, the first recess 40 in the riser tube 22 and the second recess 42 in the riser cap 28 align to create a cavity sized to accommodate and secure an external surface portion of the handlebar 30. Finally, there are one or more bosses 48 located in the lower end 24 of the riser tube 22 utilized in the coupling of the riser tube 22 to the upper triple clamp 14 of the motorcycle 10. Preferably, the one or more bosses 48 each have inner threading.